

Date: Thu, 23 Sep 93 01:59:45 PDT
From: Info-Hams Mailing List and Newsgroup <info-hams@ucsd.edu>
Errors-To: Info-Hams-Errors@UCSD.Edu
Reply-To: Info-Hams@UCSD.Edu
Precedence: Bulk
Subject: Info-Hams Digest V93 #1128
To: Info-Hams

Info-Hams Digest Thu, 23 Sep 93 Volume 93 : Issue 1128

Today's Topics:

 [HELP] Looking for hams in Prague, Czech Republic
 Another New Ham
 Antenna Covenants AGAIN (but now with a twist!)
 ARRL Files Via Internet?
Emergency: cellular vs ham (was Re: Yagi for Cellular Phone?)
 Finally found some commercial radio testing info
 High-end paddles (2 msgs)
 high speed datalink
 HTs Airlines and Morris (3 msgs)
 Morris and the End of Civilization
 RTTY, CW Software?
 Trouble-makers

Send Replies or notes for publication to: <Info-Hams@UCSD.Edu>
Send subscription requests to: <Info-Hams-REQUEST@UCSD.Edu>
Problems you can't solve otherwise to brian@ucsd.edu.

Archives of past issues of the Info-Hams Digest are available
(by FTP only) from UCSD.Edu in directory "mailarchives/info-hams".

We trust that readers are intelligent enough to realize that all text
herein consists of personal comments and does not represent the official
policies or positions of any party. Your mileage may vary. So there.

Date: 23 Sep 93 00:48:14 GMT
From: ogicse!uwm.edu!caen!uvaarpa!murdoch!darwin.clas.Virginia.EDU!
jad8e@network.ucsd.edu
Subject: [HELP] Looking for hams in Prague, Czech Republic
To: info-hams@ucsd.edu

You need to go to a public library and look through a current
international callsign book. It's basically like a phone book
which lists hams by their callsigns. The Czech Republic's
callsigns should begin with the letters OM and then a number.

Once you have names, you could pass them along to your friend to look up.

Your friend would need to be licensed by the Czech Republic if she wanted to transmit by herself. A local ham, however, could supervise her transmissions, thus doing away with the need for her to get a Czech license. Amateurs must be licensed by the country in which they originate their transmissions.

Good luck!

--

J. Andrew Dickerson jad8e@virginia.edu
Amateur Radio KD4UKW 71442,547@compuserve.com

Date: 23 Sep 93 08:40:28 GMT
From: ogicse!uwm.edu!convex.csd.uwm.edu!erchul@network.ucsd.edu
Subject: Another New Ham
To: info-hams@ucsd.edu

I finally received my license
in the mail last Monday.

(12 weeks and 2 days)
What a long time to have to wait!

N	N	99999	U	U	RRRRRR	ZZZZZZZ			
NN	N	9	9	U	U	R	R	Z	
N	N	N	9	9	U	U	R	R	Z
N	N	N	999999	U	U	RRRRRR	Z		
N	N	N	9	U	U	R	R	Z	
N	NN	9	U	U	R	R	Z		
N	N	9	UUUUUU	R	R	ZZZZZZZ			

****	****	*****	+-----+-----+
* *	* *	* *	WHO AM I E-Mail Address
* *	* *	* *	+-----+-----+
* *	****	* *	David A. V. Erchul erchul@csd4
* *	* *	* *	University Wis Milwaukee erchul@convex

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*   *   *   *   *   * | CSD - Computer Operations | midnite - 8:00am |
****   ****   ***** | EMS   Room   EB65       | 229-5735       |
COMPUTER OPERATIONS   +-----+-----+-----+
                        HAM   N9URZ

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| David A. V. Erchul |
| University of Wisconsin - Milwaukee |
| CSD - Computer Operations |
| EMS   Room   EB65 |
| P. O. Box 413 |
| 3200 N. Cramer |
| Milwaukee, WI 53201 |
|
| Bellnet:      (414) 229-5735           Midnight -- 08:00 am |
| Internet:    erchul@csd4.csd.uwm.edu |
| Bitnet:      erchul%csd4.csd.uwm.edu@INTERBIT |
| Csnnet:      erchul%uwmcsd4@uwm |
| UUCP:        uwmcsd4!erchul |
| HAM NET:     N9URZ   145.310 |
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Date: Wed, 22 Sep 1993 21:49:36 GMT
From: mentor.cc.purdue.edu!noose.ecn.purdue.edu!dynamo.ecn.purdue.edu!
wb9omc@purdue.edu
Subject: Antenna Covenants AGAIN (but now with a twist!)
To: info-hams@ucsd.edu

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n2ic@longs.att.com (131A20000-LondonSM(DR2305)224) writes:

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>This is exactly why neither the ARRL nor the FCC is interested in extending
>PRB-1 to address covenants - It simply isn't perceived as a problem in
>Newington or Washington. Just try finding a new home development built
>outside of the east coast in the last 10 years that doesn't ban outdoor
>antennas ! I believe Wayne Overbeck, N6NB did just such a study a few
>years ago in the LA area.

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>There are about 500,000 hams in the US now. When are we going to become
>a political force, capable of influencing these developers ?

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Probably when we stop hacking on each other enough to agree on something LONG enough to join forces and MAKE ourselves a political force.

Duane

WB90MC

Date: 23 Sep 93 03:28:41 GMT
From: ogicse!uwm.edu!cs.utexas.edu!hermes.chpc.utexas.edu!news.utdallas.edu!
feenix.metronet.com!henrys@network.ucsd.edu
Subject: ARRL Files Via Internet?
To: info-hams@ucsd.edu

Jeff Walker (jewalker@plains.NoDak.edu) wrote:

: I am new to Internet, I recently read in QST about schematic .PCX files
: available via ARRL dial-up BBS. I am wondering if these same files can be
: obtained by FTP access on Internet and if so, how can this be accomplished?
: 73 de Jeff AA0IJ

Dont know about .pcx stuff. You can find out yourself, send mail
to info@arrl.org, in the body of the letter only put the word "info",
(quotes are mine). This should get you some info. If you have a fancy
signature, put the word "quit" on the next line.

CUL

Henry

--

Henry B. Smith - NA5K	henrys@feenix.metronet.com
1380 Camino Real	Home phone (214) 562-3049
McKinney, TX 75069	Office phone (214) 333-6077

Date: Wed, 22 Sep 1993 18:53:09 GMT
From: brunix!pstc3!md@uunet.uu.net
Subject: Emergency: cellular vs ham (was Re: Yagi for Cellular Phone?)
To: info-hams@ucsd.edu

In article <CDrpUL.3sD@srigenprp.sr.hp.com>, alanb@sr.hp.com (Alan Bloom) writes:

|> I wonder how many of the cellular reporters were also beaten to the
|> punch (by other cellular calls.) It could be that the reason hams often
|> are not first is simply that there are a lot fewer of us. It normally
|> shouldn't take any longer to dial 911 on the autopatch than on a
|> cellular phone.

Well, here is my emergency communications story.

I was driving down I-95 in Pawtucket, RI at 10pm one evening in

February, on my way to visit a friend.

Directly across from us (I was in middle travel lane) a gentleman taking an exit hit a patch of ice on a darkened exit ramp, resulting in his car rolling over.

KD1NR was watching as it happened. Before the car had even completely come to a halt from its rollover, he was on my mobile radio, attempting to bring up the autopatch to have emergency services dispatched. While he was doing this, I had pulled into the breakdown lane and was attempting to put out emergency flares, since, as indicated above, the exit ramp was dark, and someone could have easily taken the exit doing 35 or 40 and smashed into this overturned car.

Anyway, I finished, and went back to Tony to find out if he had been successful in reaching emergency services. No, he answered. Apparently, when he attempted to activate the autopatch, someone decided to start jamming him, apparently, I guess, figuring that denying a hurt driver proper medical attention to prevent death was somehow a "funny thing to do".

Luckily, the friend we were going to see (WR1R) was able to hear us on the input above the jamming, copied the information, and called it in.

Had we not been there, what would have happened? Well, maybe someone with a cellphone would have driven by. Maybe someone else saw the accident and called it in.

But you know, if I were the driver, I personally wouldn't have cared how many "duplicate" calls were placed to 911 on my behalf. "Maybe" is an awfully small word on which to bet my life.

MD

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-- Michael P. Deignan
-- Population Studies & Training Center
-- Brown University, Box 1916, Providence, RI 02912
-- (401) 863-2668

Date: Tue, 21 Sep 1993 19:08:19 GMT
From: vixen.cso.uiuc.edu!howland.reston.ans.net!europa.eng.gtefsd.com!
library.ucla.edu!news.mic.ucla.edu!unixg.ubc.ca!unixg.ubc.ca!nntp.cs.ubc.ca!
alberta!adec23!ve6mgs!usenet@@sdd.hp.com

Subject: Finally found some commercial radio testing info
To: info-hams@ucsd.edu

For Your Information:

(posted to the rec.radio.amateur.misc and rec.radio.info newsgroups
and the boatanchors mailing list <Moderator added r.r.amateur.policy>)

CQ CQ CQ DE NA4G

I had been looking for information relating to commercial radio operator
testing procedures, etc., and ran across the following recent tid-bit.

Since the FCC dropped official testing last year, and I kick myself for
missing that last exam opportunity, commercial tests have been unavailable.
Apparently, the FCC has given the go-ahead for private testing organizations
to give commercial radio exams. The information relating to this has not
been easy to find. Several phone calls to various FCC offices did not seem
to help much, either. Below is a snippet of info relating to one of the
organizations giving tests, that was passed my way recently.

In the hope that it may be of some interest to those unfortunate radio
freaks amongst us (like me (:+{})) who are wont to get a real radio license,
and are having one dickens of a time finding out just what is going on,
I am passing this along in case it may be of use.

Don't contact me for more info, contact these folks below. I am still
trying to find out what/where/whom, etc.

73 de NA4G, Bob

p.s. --- the usual net-disclaimers and net-caveats probably apply.

quoted text follows

PRIVATIZED COMMERCIAL RADIO OPERATOR EXAMINATIONS NOW
AVAILABLE

Dallas, TX (Sept. 20, 1993) National Radio Examiners, the
commercial radio testing arm of The W5YI Group, Inc.,
announced today that they are ready to conduct FCC license
examinations for both the Marine Radio Operator Permit and
the General Radiotelephone Operator License. Up until this

year these exams were conducted by the Federal Communications Commission. Eventually all commercial radio examinations will be available in the private sector as the FCC releases the question pools from which the examinations are constructed. The Marine Radio Operator Permit is needed to operate radiotelephone stations aboard certain large ships and vessels that carry passengers and boats that operate on medium or high frequencies. The permit is also required by certain aviation and coast radiotelephone stations.

The General Radiotelephone Operator License (GROL) is the most popular of all Commercial Radio licenses. It is required to adjust, maintain or internally repair transmitters in the aviation, maritime and international fixed public radio services. It also permits operation of high powered maritime radio stations and pleasure vessels operating at more than 1,000 watts. Many companies also require the GROL as an indication of technical proficiency in communications and electronics.

To obtain these licenses, an applicant must pass an examination on Radio Law (MROP) and additionally an electronics examination for the GROL. There are 24 multiple-choice questions on the MROP test, 100 on the General Radiotelephone Operator License examination. Passing score is 75% correct. All questions that might appear on these examinations were released by the Government during early September. There are nearly 900 questions in these question pools. All questions, and their multiple choices and answers are public information. Approximately 10% of these questions are chosen for the examination. Copies of the Element 1 and 3 question pools along with the FCC's (Part 13) Rules covering Commercial Radio Operators are available from National Radio Examiners. (Mailing address: P.O. Box 565206, Dallas, Texas 75356 Cost: \$10.00 plus \$2.95 shipping handling.)

The National Radio Examiners (Division: The W5YI Group) has established nearly 300 Testing Centers around the United States. Telephone: 817/461-6443 for the nearest location.

end quoted text

Date: Wed, 22 Sep 1993 21:13:08 GMT
From: library.ucla.edu!agate!spool.mu.edu!news.nd.edu!NewsWatcher@network.ucsd.edu
Subject: High-end paddles
To: info-hams@ucsd.edu

I thought that paddles were for the rear end, not the high end.

Date: 23 Sep 93 03:15:15 GMT
From: ogicse!uwm.edu!cs.utexas.edu!hermes.chpc.utexas.edu!news.utdallas.edu!
feenix.metronet.com!henrys@network.ucsd.edu
Subject: High-end paddles
To: info-hams@ucsd.edu

David M. Watson, Jr. (watson@wink.corp.sgi.com) wrote:

: In fact, what do people like and dislike about their paddles? I know
: there are some interesting ones from Kent and a British maker which goes
: by a callsign I can't remember offhand.

: I use the Vibroplex one with the triangular brass and wood base whose
: aesthetics I love, but it seems a bit bouncy due to the skimpy aluminum
: legs between the actual paddles and the contacts... I suspect there are
: ones that feel better. I hate the aesthetics of any Bencher I've seen.

: Is there a generally-agreed "best paddle"?

I've had my share of paddles. I currently use a vibroplex with the heavy
metal base.

Best advice: make sure the base is heavy, make sure it doesn't rattle,
and make sure that you don't have to remove some cover in order to adjust
it.

...-.-

Henry "Smitty" Smith - NA5K

--

Henry B. Smith - NA5K	henrys@feenix.metronet.com
1380 Camino Real	Home phone (214) 562-3049
McKinney, TX 75069	Office phone (214) 333-6077

Date: 22 Sep 1993 16:15:30 -0500
From: library.ucla.edu!europa.eng.gtefsd.com!howland.reston.ans.net!
vixen.cso.uiuc.edu!moe.ksu.ksu.edu!matt.ksu.ksu.edu!news@network.ucsd.edu

Subject: high speed datalink
To: info-hams@ucsd.edu

Does anyone have plans, or know where to get plans for a high speed 1.2 - 2.4G 1Mb/s (or faster) datalink? Preferably ethernet interface, but I'll take any other interface.

Thanks

--

Eric Patterson -- electro@wiz.eece.ksu.edu -- NOSJW

Date: 23 Sep 93 04:39:52 GMT

From: ogicse!uwm.edu!vixen.cso.uiuc.edu!howland.reston.ans.net!darwin.sura.net!news.Vanderbilt.Edu!news@network.ucsd.edu

Subject: HTs Airlines and Morris

To: info-hams@ucsd.edu

> Who's causing trouble? I didn't insist that it was my God given right to
> transmit. Nor did I try and sneak a QSO while in flight. I left the HT in
> carry-on bag and asked for a clarification of which FAA regulation they
> (the captain and/or Morris Air Service) were refering to.
>
> Too many times in our society some person will take it upon themself to
> say "Do this" or "Don't do that" based on their own personal ideas and
> then when questioned will attempt to put it off on "The Rules" without
> being able to cite either the rule or the document containing the rule.
>
> As an aside, Julian Macassey was told once that he couldn't purchase RG-6
> coax since the FCC prohibited the sale to consumers. I'd love to see where
> it says that in print.
>
> There are plenty enough rules in this society restricting what I can do
> without having to put up with vapor-rule invented on the spot by some
> petty bureaucrat. As an example of this abuse, I would suggest trying to
> get something unusual done wither in a bank or at a vehicle registration
> center. You will usually encounter some middle manager or clerk that decides
> "Can't do that" and then says, "Those are the rules" without being able to
> prove it.
>
> .
> .
> .
>
> As to section 91.21 of the rules, which rules is that a part of? FCC or FAA
> regulations. Where can I obtain a copy of it.
>
> In the words of Aristotle, "Question Authority".

>

>

As a 'petty bureaucrat' (Captain for a National Airline) maybe I can shed some light. I don't have a copy of the FARs in front of me, but our flight manual, which is an official addition to the FARs, has the following paragraph...

PASSENGER'S PORTABLE ELECTRONIC DEVICES

No person may operate, nor may any pilot-in-command of an aircraft allow the operation of, any portable electronic device that may cause interference with the navigational or communications systems of the aircraft. The determination of such devices shall be made by the Air Carrier on which the particular device is to be used.
(FAR 91.21)

Also,

NON-ACCEPTABLE ELECTRONIC DEVICES

The following may not be operated by passengers aboard the aircraft:

A. Radios-AM,FM,VHF, battery or cord operated

.
. .
.

E. Portable cellular telephones

The pilots are not directly responsible for these rules. We are simply instructed to follow them. (we don't necessarily agree with all the rules either) They keep changing them so fast it is hard for me to keep up with all the changes. There are some electronic devices that can be used on an airplane, but they have even restricted those to use above 10,000'.

The rules come from the FAA, but I would bet they coordinated them with the FCC. If you need more info., contact your local GADO (General Aviation District Office). I'm sure they can help you more.

Win

heagyws@ctrvax.vanderbilt.edu

Date: 22 Sep 1993 14:00:22 -0700

From: library.ucla.edu!europa.eng.gtefsd.com!howland.reston.ans.net!math.ohio-state.edu!cs.utexas.edu!asuvax!chnews!ornews.intel.com!ornews.intel.com!not-for-mail@network.ucsd.edu

Subject: HTs Airlines and Morris
To: info-hams@ucsd.edu

In article <748641713snx@skyld.tele.com> jangus@skyld.tele.com (Jeffrey D. Angus) writes:

>It was only a matter of time before this happened.

>

>I went up to the Rogue River in Oregon for a rafting trip last week.

>The airline of choice was Morris Air Service as they had a cheap direct

>flight from Los Angeles to Eugene Oregon. (Nice stop at Crater Lake on
>the way to Galice.)

>

That's interesting. It hadn't occurred to me to try having Morris while flying Morris. You could also be eligible for the "Morris High Club" which is an exclusive group who have engaged in Morris while flying at or above 5280 feet ASL.

Morris air is a family run outfit that has become very popular in the PDX area lately. I'm not sure of their in-flight communication equipment but they undoubtedly achieve Morris everytime they tune in a VOR station. So I guess its already been done, at least one way.

As for myself, I have to be content with having Morris while flying Cessna. Morris in a Mooney might be cute. Morris in A Morris Minor anyone?

--

WA7LDV zardoz@ornews.intel.com

<<<ZARDOZ>>>

Date: Wed, 22 Sep 1993 21:18:45 GMT

From: news.Hawaii.Edu!uhunix3.uhcc.Hawaii.Edu!jherman@ames.arpa

Subject: HTs Airlines and Morris

To: info-hams@ucsd.edu

In article <748711640snx@skyld.tele.com> jangus@skyld.tele.com (Jeffrey D. Angus) writes:

>

>In article <27o3fjINNro8@topaz.bds.com> ron@topaz.bds.com writes:

>

> [apparently quoting jangus@skyld.tele.com]

> >

> > The Captain did come on the intercom and announce that "transmitting
> > devices" were not allowed to be energized while the plane was in the
> > air due to FAA regulations. (They did not cite which regulations in
> > particular. Nor could they after the flight when I specifically asked
> > the Captain on leaving the plane.)

> >

> > Section 91.21. Why do you insist on causing trouble?

>

> Who's causing trouble? I didn't insist that it was my God given right to
> transmit. Nor did I try and sneak a QSO while in flight. I left the HT in
>
> There are plenty enough rules in this society restricting what I can do
> without having to put up with vapor-rule invented on the spot by some
> petty bureaucrat. As an example of this abuse, I would suggest trying to
>

Did you really mean to call the pilot of that aircraft a 'petty bureaucrat'?

Someone correct me if I'm wrong (what a silly thing to say on this net...) but I believe a pilot may implement, within reason, any policy which he/she feels is necessary for the safety of the aircraft, regardless of the standing policies imposed by the company. If that pilot believes that transmitting devices might, no matter how small the chance, interfere with navigation, then I am very glad that he would say something.

Jeff NH6IL (ex: WA6QIJ et al)

Date: 22 Sep 1993 16:06:42 -0500

From: library.ucla.edu!europa.eng.gtefsd.com!howland.reston.ans.net!math.ohio-state.edu!cs.utexas.edu!gerald@cc.utexas.edu!emx.cc.utexas.edu!not-for-mail@network.ucsd.edu

Subject: Morris and the End of Civilization

To: info-hams@ucsd.edu

jherman@uhunix3.uhcc.Hawaii.Edu (Jeff Herman NH6IL) says:

>>And concerning Gary's poor argument in trying to associate the breakup
>>of his club with incentive licensing, I guess we should also blame Hurricane
>>Andrew on all those high speed Morse people - pumping all that code into
>>the atmosphere surely must have created the low pressure cell which bore
>>Andrew. In fact, let's blame everything bad in the world on high speed code
>>operators!

Well, you must admit that the Fall of Communism came at about the same time as the no-code license, so maybe there is something to this argument after all.

Derek "know-code" Wills (AA5BT, G3NMX)
Department of Astronomy, University of Texas,
Austin TX 78712. (512-471-1392)
oo7@astro.as.utexas.edu

Date: Wed, 22 Sep 93 21:13:05 GMT
From: butch!enterprise!news@uunet.uu.net
Subject: RTTY, CW Software?
To: info-hams@ucsd.edu

I have acquired an MFJ-1224 Interface to go between my rig and my computer. I have found software which will allow RTTY operation on my Atari 1040STE but have yet to find software to use the CW capability of the interface. Essentially the software must read input by high and low state on the RS-232 RX line; however, I have yet to figure out how to POKE or otherwise read this status so I can write the software myself. Any info on existing software, or STE RS-232 info is appreciated.

Eric

Date: 22 Sep 1993 16:19:47 -0500
From: sdd.hp.com!elroy.jpl.nasa.gov!swrinde!cs.utexas.edu!geraldo.cc.utexas.edu!emx.cc.utexas.edu!not-for-mail@decwrl.dec.com
Subject: Trouble-makers
To: info-hams@ucsd.edu

jangus@skyld.tele.com (Jeffrey D. Angus) says:

>>As an aside, Julian Macassey was told once that he couldn't purchase RG-6
>>coax since the FCC prohibited the sale to consumers. I'd love to see where
>>it says that in print.

Oh, he doesn't count, he's a 100% trouble-maker, we all know that!

>As a tribute to not having to accept that, I have managed to cash checks in
>banks without a credit card, and have managed to get a PO box on my Drivers
>license.

You can also make out a check to the "Potsmaster" at the Post Office, I do that every time. And the Southern Union Gas Company in town will take the check if you make Union into Onion.

You can get close to writing Infernal Revenue Service on a check, but I have never pushed it too far. Like a few people on this net, the IRS has a minimal sense of humor.

In the words of Aristotle, "Question Authority".

Right On - if they still say that,

Derek Wills (AA5BT, G3NMX)
Department of Astronomy, University of Texas,
Austin TX 78712. (512-471-1392)
oo7@astro.as.utexas.edu

End of Info-Hams Digest V93 #1128
